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IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MARYLAND
Northern Division

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IN THE MATTER OF THE COMPLAINT : ORIGINAL
OF ETERNITY SHIPPING, LTD., AND : Civil Action NO.:
EUROCARRIERS, S.A., FOR : L01CV0250
EXONERATION FROM OR LIMITATION :
OF LIABILITY :

-----X
Deposition of CAPTAIN HEINER POPP
Baltimore, Maryland
Thursday, October 6, 2005
10:15 a.m.

Job No.: 1-64601

Pages: 1 - 93

Reported by: Beatriz D. Fefel, RPR

1 Q -- involving the LEON 1?

2 A That's correct, by Ober, Kaler, Grimes &
3 Shriver.

4 Q And when did you first, if you recollect,
5 when did you first receive notice or assignment of
6 this matter, the matter for which we're here today?

7 A Was it the 29th of -- July, right? 29th of
8 July.

9 Q On the date of the incident?

10 A Yes. 29th of July.

11 Q Of 2000?

12 A 2000. And I was onboard at eleven o'clock
13 in the morning. I was onboard, so I must have.

14 Q Within an hour or so of the incident?

15 A Within an hour, yeah.

16 Q According to the Coast Guard report the
17 incident occurred at approximately nine-oh-seven a.m.
18 on the 29th of July, and you were onboard at eleven?

19 A Yes.

20 Q Thank you. And can you tell us what you did
21 when you boarded the vessel?

22 A I went on deck and started looking for what

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1 happened. I really didn't talk to anybody, I just
2 went on deck, looked at the crane, went up on the
3 crane, went into the crane cab, looked at the accident
4 site, took pictures of the accident site, took
5 measurements.

6 Q I think the best thing for us to do at this
7 point, Captain, is for me to look at your August 2000
8 report, which I presume would have reported your
9 activities on that day?

10 A Yes.

11 MR. WHITMAN: You have in front of you the
12 August 3 report.

13 MR. ASPERGER: Correct.

14 MR. WHITMAN: Which we have provided to you.

15 MR. ASPERGER: Yes.

16 MR. WHITMAN: You have brought with you the
17 October 15 report.

18 MR. ASPERGER: Yes.

19 MR. WHITMAN: Which I've copied for
20 everybody. Captain Popp, when he was asked to search
21 for his file, could not find his file, found a CD on
22 which he had loaded, I gather, or printed out what had

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1 been on his computer, and he provided to me yesterday
2 this document, which is not on his letterhead, which
3 is dated August 9, which appears to have additional
4 observations beyond that in the August 3 report. We
5 have searched our files and we have not found the
6 August 9 report.

7 BY MR. ASPERGER:

8 Q Go ahead.

9 A The second page is August 14th. So. . .

10 Q Yes.

11 A Right?

12 Q Umh-humh.

13 A So basically the August 9 report was a
14 report that was made up at the time, which was an
15 updated on the August the 14th. The computer
16 automatically wrote the date in.

17 Q Thank you for that explanation.

18 A But I did not change the date on the front
19 page.

20 Q Why don't we do this. Why don't we take a
21 few minutes and you can relax, because I haven't seen
22 either of these reports, and I'll look through them,

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1 and I think that will help expedite the questions that
2 I have and probably the answers that you have.

3 Let me ask this before we take our break.
4 Have you had a chance to review your reports in this
5 matter before the deposition today?

6 A I looked at the report that I printed out
7 and --

8 MR. WHITMAN: Well, while you are looking at
9 it, I'll ask Captain Popp to go back through them as
10 well.

11 MR. ASPERGER: Yeah. And, Captain, all I
12 want to do is I want to go through your reports. I
13 want you to tell us about what you did during your
14 various inspections, what you've done in connection
15 with this matter. And so to the extent that you can
16 review your reports and I'll review them, we'll be on
17 the same wavelength and I think things will go much
18 more quickly. Okay? And we'll take a break, and we
19 can go off the record at this point.

20 (A break was taken: 10:29 - 12:03.)

21 MR. ASPERGER: Before we get started, I'm
22 going to have you mark these in this order.

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1 (Deposition Exhibit Nos. 1 - 3 were marked
2 for identification and attached to the transcript.)

3 MR. ASPERGER: And let the record reflect
4 that at the commencement of the deposition the
5 materials from Captain Popp's file were produced,
6 including a report dated August 3rd, 2000, an
7 inspection report dated August 9th, 2000, with
8 succeeding pages dated August 14th, 2000 which Captain
9 Popp has explained was just because the computer
10 printed out that date when --

11 THE WITNESS: I did not correct the first
12 page.

13 MR. ASPERGER: Okay.

14 MR. SAVILLE: So which date do you think is
15 the right date?

16 THE WITNESS: The 14th.

17 MR. SAVILLE: The 14th.

18 THE WITNESS: Yes.

19 MR. ASPERGER: And let the record further
20 reflect that we have spent the last approximately hour
21 reviewing these materials that were produced this
22 morning.

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1 BY MR. ASPERGER:

2 Q Okay. And, Captain Popp, as we go through
3 this, go through your testimony and the questions that
4 I have for you, feel free to refer to any of your
5 reports if they will help you to refresh your
6 recollection regarding your answers, and the only
7 thing I would ask is that if you make reference to
8 your report, you tell us so that we can make certain
9 that the record reflects that.

10 And let's have the record reflect that we
11 have marked as Popp Deposition Exhibit No. 1 your
12 report of August 3rd, 2000. Correct?

13 A Correct.

14 Q And Popp Deposition Exhibit No. 2 your
15 report of August 14th, 2000, the first page of which
16 is dated August 9th, 2000, correct?

17 A Yes.

18 Q And Popp No. 3 is your report of October
19 15th, 2003?

20 A That is correct.

21 Q Are these the only three dates that you
22 conducted inspections regarding this incident?

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1 A No.

2 Q On what other dates did you conduct
3 inspections?

4 A July 29th, 31st, 3rd, and the 4th.

5 Q 3rd and 4th of August?

6 A Right.

7 Q All of 2000?

8 A Yes.

9 Q Okay. Any other inspections subsequent to
10 that?

11 A Well, then you have -- this was one report,
12 and then the other one, the wire report was --

13 Q October 15th --

14 A October 15th.

15 Q -- 2003.

16 A October 8th. The report was from October
17 15th, the inspection was on October 8th.

18 Q Thank you. Any other inspections or reports
19 other than these we have marked?

20 A No, there are no other reports than the ones
21 that are put in front of you.

22 Q Just for clarification, are there any other

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1 A Yes.

2 Q And how did you do so? Please explain.

3 MR. SAVILLE: Are you talking about the
4 diameter, or the length?

5 MR. ASPERGER: Both, actually.

6 A We measured the wires onboard. We have a
7 gauge.

8 Q Calipers?

9 A Yes. But wires deform, so that there are
10 slight variances when you measure it.

11 Q In your report of August 3rd, 2000, which
12 we've marked as Popp Exhibit No. 1, you indicate on
13 Page 3 that the crane boom topping wire was twenty-six
14 millimeters diameter, six strands, thirty-seven wires
15 per strand, one fiber core?

16 A That's correct.

17 Q And how did you obtain that measurement?

18 A We measured, we counted, and that's how we
19 came up with the measurement. Although at a later
20 date, when we had the second day inspection in October
21 when the -- I think the diameter was slightly
22 different.

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1 Q More, or less?

2 A Less -- was it less? Probably only by a
3 millimeter, I think.

4 Q And I'm not trying to -- this isn't a memory
5 test --

6 A Right.

7 Q -- so please feel free to consult.

8 A The wire itself, the sixth strand was
9 thirty, and we made it thirty-six wires. That's what
10 it was.

11 Q And what was the diameter?

12 A My original was thirty-seven. The diameter
13 close to socket was twenty-seven-oh-nine millimeters.

14 Q Okay. So it was a millimeter greater than
15 what you had measured --

16 A Yes.

17 Q -- at the time of the incident?

18 A Right. So, you know, where we measured the
19 wire had run over the sheaves and it's deformed.

20 Q Okay.

21 A The first one.

22 Q Did you at the time of your investigation of

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1 the time of the incident.

2 Q Okay. But you didn't find that in this
3 investigation?

4 A This was just a visual inspection.

5 Q I understand.

6 A With this type of incident I think you have
7 to look closer into it.

8 Q But in your visual inspection, you did not
9 find any evidence that the sheaves had been damaged at
10 all?

11 A That's correct.

12 Q Okay. And you did not note in your report
13 under the Top of the Crane Sheave Assembly portion of
14 your inspection that there was any evidence that the
15 luffing wire had jumped out of the sheave, correct?

16 A There was no indication that it had jumped
17 out of the sheave.

18 Q Okay. And had there been, you would have
19 made a notation of that in your report?

20 A That's correct.

21 MR. WHITMAN: Objection.

22 Q You also make reference to inspecting the

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1 Q And point-one-two was the height of the
2 basket --

3 A Yes.

4 Q -- correct?

5 A That's correct.

6 Q Thank you.

7 You make reference in one of your reports to
8 collecting the remnants of the basket. What did you
9 do with those?

10 A I had them at my house, then it's since
11 sold, and they were in the back of a fence in a
12 locker, and that stayed there. And I was just there
13 and that all has been torn down and cleaned up.

14 Q So the remnants of the basket are no longer
15 in existence --

16 A No, no.

17 Q -- to your knowledge?

18 A That's right.

19 Q You had possession of them --

20 A I had possession.

21 Q -- until when?

22 A Until I moved the end of May.

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1 A That's correct.

2 Q In your August 3rd report which we've marked
3 as Exhibit 1, under Photo Captions, which I think is
4 the next page past that one, under Caption 4 -- or the
5 caption for Photograph 4 you indicate in parentheses,
6 "base ropes that were used to hold basket still."
7 Explain.

8 A In the foreground you have the basket and --
9 bad picture. No. 9, No. 9: Luffing handle was
10 forward, arrow slightly back -- or that's 6. Sorry,
11 No. 6.

12 Q No. 6, okay.

13 A You have --

14 (Witness reviewing documents.)

15 A They appear to have had ropes to the basket
16 holding it still so that they could do the scrubbing.

17 Q Of the sugar from the hatch coamings?

18 A Yes. Otherwise, if they pushed, the basket
19 goes off. So somehow in this picture, I think it's a
20 wide rope that you have there on the bottom, the nylon
21 rope.

22 Q Nylon rope?

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1 A That is now as well on No. 5 and No. 6
2 picture. That was holding the basket to the --

3 Q Against the coaming?

4 A Against the coaming, or holding it sideways
5 so that it wouldn't sway.

6 Q Did you determine whether when the crane was
7 in its fully -- when the boom was in its fully topped
8 out position, how far the basket would have been from
9 the coaming?

10 A Yes.

11 Q And can you tell us what that measurement
12 is?

13 MR. SAVILLE: When you ask that, do you mean
14 at the limit switch, or against the stops, when it's
15 fully topped out?

16 MR. ASPERGER: Good question.

17 Q Could you make a determination as to when
18 the boom was against the stops or when it was --

19 A No.

20 Q -- at its --

21 A I could not.

22 Q Okay.

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1 A This measurement that I gave here was two
2 meter.

3 Q The two-point-two-seven meters?

4 A Yes. On Page 5 you said it was?

5 Q Page 5, correct.

6 A Okay. That is the two-two-seven, that is
7 the measurement at the center of the basket would have
8 been distance from the aft end of the hatch coaming.

9 Q Okay.

10 A So that's why apparently he tried to
11 lower -- to raise it further, to get them closer.

12 Q Closer. And is that also -- is it also your
13 understanding that that's why these ropes were on the
14 basket, to pull the men closer to the hatch coaming?

15 A No. The ropes were basically to, to go on
16 either side, so when you are in place that you don't
17 swing. Because --

18 Q Okay.

19 A -- you are hanging on a very long wire, you
20 have to hold the basket still so that you can -- if
21 you started applying pressure, you lose it.

22 Q Did you determine how these men would have

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1 been able to reach the coaming to scrape sugar if they
2 were two-point-two-seven meters from the coaming?

3 A No, I could not determine that.

4 Q Is it fair to say that they would not have
5 been able to reach the coaming to conduct manual
6 scraping --

7 A That's correct.

8 Q -- if they were that far away?

9 A That's correct.

10 Q So these ropes would have had to have pulled
11 them closer to the coaming in order for them to do
12 their work?

13 MR. SAVILLE: Objection.

14 Q Is that a fair conclusion?

15 A The ropes are basically too steady, you know.
16 It was -- it's too heavy with two guys in it to
17 push -- to pull yourself in, it's not possible.

18 Q I understand. My point is if they're two-
19 point-two-seven meters from the coaming, they can't
20 reach the coaming to scrape sugar?

21 A That's correct.

22 Q So they had to get from where they were to

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1 A That's correct.

2 Q But that's not what you found on the drum?

3 A No. But you have to remember the parted
4 wire, the parting of the wire appeared to have been
5 caused at the top of the crane in the area of the
6 sheave assembly. That's --

7 MR. WHITMAN: Captain Popp, I'm going to
8 direct you to testify only to what you observed.

9 THE WITNESS: Right.

10 MR. WHITMAN: Not to any opinions --

11 THE WITNESS: Okay.

12 MR. WHITMAN: -- that you have formed.

13 MR. ASPERGER: That is what he is testifying
14 to.

15 BY MR. ASPERGER:

16 Q This is what you observed, you observed the
17 parted portion of the wire at the top of the crane?

18 A I observed rope residue at the top of the
19 crane which appears to be indicating the location
20 where the wire broke, in that vicinity.

21 Q Okay.

22 A The end of the wire that was on the drum

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1 And what was your procedure for measuring
2 it? Can you explain how you measured the diameter of
3 a wire, wire rope?

4 A I put the caliper around it, close it, and
5 then just roll it around the wire so that I have the
6 maximum height spot.

7 Q Okay. Thank you.

8 Now, you indicate one additional area of
9 partial parting. Where was that?

10 A Seven meters from boom swage fitting. This
11 was -- looked like a comb and appeared to be fresh.
12 Apparently during the time of impact, with the boom
13 and the blocks and everything else, that there was
14 gouging occurring on the wire.

15 Q And that's your opinion based upon your
16 observation?

17 A That's correct.

18 Q Now, you indicate in the last paragraph, or
19 the last major paragraph in this section: "The
20 overall wire was well greased and no other
21 deficiencies were noted during initial inspection
22 onboard the vessel with wire on drum." Then you refer

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1 to a follow-up survey at Chesapeake Engineering.

2 A Umh-humh, yes.

3 Q And you found at that follow-up survey two
4 additional areas of decay with meat hooks in area of
5 drum, and you indicate six to ten wires per lay on one
6 strand, correct?

7 A Yes.

8 Q Explain that, please.

9 A During the initial inspection the only wire
10 I could physically look at is the one that was visible
11 on deck. The one wire on the drum was not --

12 Q Physical --

13 A -- accessible.

14 Q Right.

15 A It was on the outside, but what is
16 underneath you cannot see. So when -- as I say, the
17 area was very well greased and it was difficult to see
18 if there is any damage on it. So once we had the
19 second inspection at Chesapeake, the wire was stowed
20 on three pallets, we opened it up, two pallets were
21 unrolled, and then we looked every piece of the wire
22 over, and that's where we found the decay.

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1 Q When you say decaying, describe what you
2 mean.

3 A Broken wires, parted, bent, nests of
4 corroded wires.

5 Q Corroded wires?

6 A I don't know if they were corroded, they
7 were so greased. They were parted and open.

8 Q Did you observe those wires closely?

9 A I took pictures of them. We all looked at
10 them, yes.

11 Q Did you see any evidence -- and you said
12 there was a lot of grease. So you -- did the grease
13 obscure any evidence of corrosion, if there was any
14 present?

15 A I would say yes.

16 Q Okay. Did you see any pitting?

17 A No, not to my knowledge.

18 Q Okay. And --

19 A It's difficult to establish pitting except
20 with a microscope.

21 Q And is that because there was so much grease
22 on the wire?

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1 A Yes.

2 Q You indicate that the area of wire close to
3 the boom head was found with rusty surfaces.

4 A That's correct.

5 Q That's corrosion, correct?

6 A It's rust.

7 Q And rust is corrosion, correct?

8 A Yes. You can call it that, yes.

9 Q Okay. You also indicate that in the area of
10 the drums six to ten wires per lay, there were a
11 number of broken wires -- excuse me, let me rephrase
12 this. You indicate that the number of broken wires
13 exceeded permissible number. Explain, please.

14 A When you have an inspection on a wire, you
15 base it on the lay.

16 Q Yes.

17 A One lay, broken wires per lay.

18 Q Yes.

19 A Ten percent, if I remember right. So if you
20 have more than ten percent of the wires broken off,
21 not off the whole wire, but just off the one --

22 Q Of that lay?

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1 A -- lay, then --

2 Q Or strand?

3 A Just that strand, then the wire should be
4 replaced.

5 Q Okay. Based on your observation, was
6 this -- the number of broken wires that you observed,
7 did those breaks look fresh, or did they look like
8 they had been there for some time?

9 MR. WHITMAN: Objection.

10 MR. SAVILLE: Objection.

11 A I conclude that they were -- they must have
12 been there before the accident.

13 Q That was my question, okay. And why did you
14 conclude that?

15 A Because they were not involved in the actual
16 area of wire parting. They were on the drums.

17 Q Okay. And when that wire rope had been
18 played out -- or paid out, excuse me, that is, when it
19 was not in the drum, where would this location of
20 these breaks have been?

21 A Didn't I say that?

22 Q By the way, this was on the luffing wire,

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1 correct?

2 A Yes.

3 Q Okay.

4 A It's in the other report. That would be --

5 Q You may look at any report you wish.

6 A Okay. 1, 2, 3.

7 Okay. The first pallet containing two
8 sections of wires --

9 MR. SAVILLE: Which report are you referring
10 to?

11 Q Which report?

12 A This is No. 3, Exhibit No. 3.

13 Q Exhibit 3.

14 A October 15.

15 Q Okay. On Page 2?

16 A Page 2. The first pallet you have two
17 sections of wires, the socket, and that's the one that
18 is going to the top of the boom. And then you have --
19 I think so. Then you have total length of wire on
20 pallet is a hundred and fifteen-point -- a hundred
21 fifteen foot, nine inches. And then you have eleven
22 foot for short section. You have -- sixty-three foot

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1 into the wire you have the first one, first damage on
2 the wire that I think was caused at the time of the
3 accident, was the wire getting jammed somewhere.

4 Q Okay.

5 A Then you have sixteen feet from first break,
6 a second break on individual wire was found. Pattern
7 of wire break was in a vertical up, fanning out,
8 comb-like pattern. So that is the one that I refer to
9 in my first report. So the first one is the nest one
10 that is so. . .

11 Q And you made the notation: "no deformation
12 on wire ends were found." What did you mean by that?
13 Why did you make that notation?

14 A In the wires where they have the nest type,
15 the wire ends are in all type of directions, like if
16 you -- if you would take your hand over the second
17 break, you could slide off without really hurting
18 yourself. The first one, you would get some of them
19 into you. So they go into all type of --

20 Q Meat hooks?

21 A Both are meat hooks.

22 Q Both are meat hooks, right.

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1 A It's just that the one is all in the same
2 direction, like you cut something, it just bends up.

3 Q All right. And this location sixteen feet
4 from the first break, that's, that's the area you
5 referred to in your first report --

6 A That's right.

7 Q -- where the number of broken wires exceeded
8 those allowable?

9 A That's correct.

10 Q And that number of broken wires would have
11 required replacement of the wire rope?

12 MR. WHITMAN: Objection.

13 A No.

14 MR. SAVILLE: Objection.

15 A The first one was a nest. The second one
16 was the occurrence with the sixteen foot where the
17 wires were cut. And the third one was -- it's -- the
18 end of the wire was then secured with -- it was held
19 together by musing wire, M-U-S-I-N-G, musing wire.

20 Q What I'm interested in, Captain, is the --
21 you referred to in your August 14th, 2000 report which
22 we've marked as Exhibit 2, you referred to a number of

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1 broken wires which exceeded the permissible number,
2 and you've explained the permissible number was that
3 number --

4 A Ten percent.

5 Q -- ten percent, which would have indicated
6 that the wire rope needed to be replaced.

7 MR. WHITMAN: Objection.

8 Q Am I correct?

9 MR. WHITMAN: Objection.

10 A That's correct.

11 Q And is that a standard in the industry?

12 MR. WHITMAN: Objection.

13 A It's a very old standard. I don't know if
14 it still applies, but in the old days it was.

15 Q In any event, I'm trying to determine with
16 you where on the wire rope that location was, where
17 those number of broken wires existed.

18 A Sixty-three foot and one inch from the
19 socket wire was found with breaks in one strand.
20 Approximately ten individual wires were affected.
21 Nest type break pattern with wire ends bent and
22 deformed. That's a nest.

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1 Q Okay. And that was what you believe was on
2 the drum at the time that the wire rope was on the
3 vessel?

4 A No, no.

5 Q Okay.

6 A I don't think that's right.

7 Q Why don't you take a moment and read your
8 descriptions of the wires that you found on the
9 pallets at Chesapeake, and just take your time.

10 (Witness complying.)

11 A What we found at Chesapeake, we found the
12 startup of the wire was with the socket, starting --
13 we had hundred sixty-three foot and one inch from the
14 socket into the wire. We had a nest of ten individual
15 wires were --

16 MR. SAVILLE: Sixty-three feet, or a hundred
17 and sixty-three feet?

18 MR. ASPERGER: Sixty-three feet.

19 A Sixty-three. The total length of the wire
20 on the pallet was hundred fifteen feet, nine inches.

21 Q All right. So you found a nest of broken
22 wires there that --

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1 A That's correct.

2 Q So there were two areas, if I'm
3 understanding you. Did you observe two areas where
4 there were wires that were broken that exceeded ten to
5 fifteen wires per strand?

6 A Yes.

7 MR. SAVILLE: Let me just object to the last
8 one. But keep going.

9 A See, the first pallet was hundred and
10 fifteen foot, nine inches.

11 MR. WHITMAN: Captain Popp, wait until he
12 asks the question.

13 Q The first pallet contained a hundred and
14 fifteen feet, nine inches?

15 A The second pallet had eleven foot, the third
16 pallet had a hundred eighty foot.

17 Q Well, you indicate also on the second
18 pallet --

19 A The second pallet has a hundred eighty foot.

20 Q Hundred eighty feet, right. The third
21 pallet a hundred and fourteen.

22 A So add that together and you come up with

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1 A The one on the left. This -- these are the
2 two (indicating).

3 Q Photo 18?

4 A Photo 18. And you have them in Picture 17
5 as well.

6 Q And in 16 as well, right?

7 A And 16 as well.

8 Q And in 16 they're the ones to the left?

9 A Yes.

10 Q All right. My question --

11 MR. SAVILLE: Just at 16, they're the ones
12 that are to the left of the boom, not of the photo?

13 MR. ASPERGER: Correct.

14 MR. SAVILLE: Right.

15 BY MR. ASPERGER:

16 Q And my question is did you measure the
17 clearance between the sheave and the edges of the boom
18 structure -- or the, excuse me, the mast structure?

19 A We looked at it, and it was not possible for
20 the wire to go in there.

21 Q Okay. Based upon your observation?

22 A Yes. That's something we looked for at the

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1 time, that's why I had that remark in there with
2 the -- where I looked at sheaves and all that. We
3 looked at that, there was nothing that was -- and they
4 didn't need any guards because it was not the space
5 there.

6 Q Okay. Thank you.

7 MR. ASPERGER: Captain, I think that's all I
8 have. Let me check my notes. That's all I have.
9 Thank you very much.

10 MR. SAVILLE: Captain, I've just got a
11 couple short followups.

EXAMINATION BY COUNSEL FOR ABS

12
13 BY MR. SAVILLE:

14 Q Referring back to Exhibit 1 or 1-A, on the
15 last page, Page 5. Under the Crane Turning Radius
16 section, where the sentence reads, "Measurements were
17 taken from the center of the Crane Pedestal No. 4
18 forward. It was found that with boom raised to
19 maximum height," and then the sentence continues.
20 When you use the word "maximum height," are you
21 referring to the maximum height when it cuts out at
22 the limit, or all the way against the boom stops?

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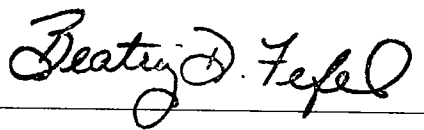
CERTIFICATE OF SHORTHAND REPORTER - NOTARY PUBLIC

I, Beatriz D. Fefel, Registered Professional Reporter, the officer before whom the foregoing proceedings were taken, do hereby certify that the foregoing transcript is a true and correct record of the proceedings; that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 14th day of October 2005.

My commission expires:

August 1, 2008



NOTARY PUBLIC IN AND FOR THE
STATE OF MARYLAND